

Today's
Advertisements.HARMSTON'S
CIRCUSAND
ROYAL MENAGERIE.TO-NIGHT! TO-NIGHT!!
WEDNESDAY EVENING,
FEBRUARY 27TH, 1901.

COMPLIMENTARY BENEFIT

SISTERS FREZAGONDA.

MONA, TESSIE, DORA, DAISY.
A HOST OF NOVELTIES.

THURSDAY EVENING,

AMATEUR RIDERS' NIGHT.

Open to all. A HANDSOME SOUVENIR to any gentleman who can ride standing on the back of a horse Three Times around the Circus ring without coming off. Those intending to compete will kindly send in their names. Each rider will have the assistance of the Mechanic for riding.

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Doors Open 2.30 P.M. Commence at 3.30.
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Box Office Plan:—ROBINSON PIANO CO.,

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SOLDIERS and SAILORS of ALL NATIONALITIES admitted to CHAIRS and STALLS HALF-PRICE.

ROBERT LOVE, Manager.

Col. CHAS. B. HICKS, Representative.
Hongkong, 27th February, 1901. [64c]

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All Comers, to decide the Bond file Championships).

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PIT, \$1.

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ROBINSON PIANO CO.
Hongkong, 27th February, 1901. [154c]

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I AM open to meet anyone from 8st. 11lbs. to 9st. 11lbs. in a BOXING CONTEST, Army or Navy or any man in the Colony of the American Navy, at the above Weight.

A. BRATT, MESS 23,

H.M.S. Centurion.
Hongkong, 27th February, 1901. [262c]

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A HOUSE in RIVON TERRACE.

"THE RETREAT"—MOUNT KELLET.

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MENT & AGENCY CO., LTD.

Hongkong, 27th February, 1901. [209c]

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Hongkong, 27th February, 1901. [254c]

AN APPEAL.

THE SUPERIORITY of an ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the residents of Hongkong and the Coast Ports, for their kind patronage and support, and desire to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied if required.

The Superiority will be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 27th Feb. 1901.

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A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring GLASSES only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

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Absolutely Pure.

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A. S. WATSON & CO. LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1811.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 27, 1901.

WEATHER REPORT.

The Observatory report says:—On the 27th at 12.10 p.m. the barometer has fallen on the China coast, probably owing to the existence of a depression over N.E. China. Gradients are slight with light variable winds on the coast, and moderate monsoon in the N. part of the China Sea. Forecast:—Moderate or light E. winds; fine.

LOCAL AND GENERAL.

PROBABLY the report that Li Hung Chang has influenza was caused by his efforts to announce that the Empress had gone to SzeChuan.—*The Baltimore American.*

DURING a Village Epidemic, "Dessie, why did you stay away from school yesterday?" "Please, miss, mawver's ill." "What is the matter with her?" "What does the doctor say it is?" "Please, miss, he says it's a girl."

"WHAT'S this?" exclaimed the Boer general, in a tone of annoyance. "More prisoners."

"Dear me! I wish they would show some consideration for the fact that we are trying to conduct a war instead of running a boarding-house."—*The Washington Star.*

ADVISED from Malta on 21st inst. reported the battleships *Campus* and *Ocean* had been ordered to proceed to China, and the *Ocean*, Captain the Hon. Assheton G. Curzon-Howe, left the port on 23rd for that destination. The *Glory*, *Goliath* (these two are already in Chinese waters), *Canopus*, and *Ocean* are sister vessels, which were laid down in 1896. Each ship has a displacement of 12,950 tons, a speed of about eighteen knots, is protected by a six-inch belt, and has its gun positions and deck amply protected. The armament consists of four 12-in. guns, in barbettes of ten inches of the newest type of armour; and twelve 6-in. quick-firers, besides twelve 12-pounders and six 3-pounders.

MR. W. LUKER, jun., the artist who selected a tree in St. James's Park as a private stand whence to observe the arrival of Lord Roberts, draws our attention to the painful sequel, says a home paper—namely, that he was fined 7s. with costs, 9s., at Bow-street. But that is a cheap price to pay for an hour of glory. The armament consists of four 12-in. guns, in barbettes of ten inches of the newest type of armour; and twelve 6-in. quick-firers, besides twelve 12-pounders and six 3-pounders.

In order to comply with the exigencies of Court etiquette, says *Truth*, the Emperor William was obliged to change his clothes three times in less than four hours on a recent occasion. First the Emperor put off his ordinary attire, and arrayed himself in the uniform of an Austrian Field Marshal, in order to meet the Archduke Francis Ferdinand at the Anhalt station. Then the Emperor rushed back to the Palace and put on a Russian uniform, having next to meet the Grand Duke Vladimir at the Friedrichstrasse station. Finally, the Emperor met the Duke of Connaught at the western station, dressed in a British uniform, and on returning to the Palace he put himself into plain clothes before sitting down to supper.

MESSRS. Wm. Duxford & Sons, Sunderland, have pasted an interesting diagram on a wall in their shipyard, says *Fairplay*, showing the amount of time lost by the men in the yard during the different months of last year. In the first week of January the wages paid amounted to £600, rising to £1,600 in the last week in that month; the other months all showed great variations—Easter, Mafeking, Whitsuntide, Bank Holiday, all showing great decreases in the amount of wages earned. The following note is appended to the diagram:—

Your first week's pay for this year is only £600. The yard was only closed for one day, and there was no bad weather; therefore you could have earned £1,600. So you have absolutely wasted your time last week to the value of £800.

THE home papers have all had references for the last month or so to the "arsenic in beer" question. The *Fall Mall Gazette* says:—The evidence in the Manchester beer-poison inquest and the very natural verdict of the jury, blaming almost everybody concerned except the innocent retail bookseller, will intensify concern about the matter. It is very pleasant in a way, no doubt, to find a firm's chemist taking another firm's acid on trust "as a gentleman," but scarcely so pleasant for the unfortunate persons who suffered from these gentlemanly relations between other people. Altogether, the case makes it more urgent than ever that the Commission should get to the bottom of this arsenic matter. But we must repeat once more that the pure beer question is not one of arsenic only. Unarsenicated glucose is harmless enough, no doubt. But so is margarine harmless, we believe; yet it is not butter.

A FRENCHMAN, who lately arrived in Paris from Peking, has gone mad in one of the fashionable hotels near the Opera, says the *L. and C. Express*. He did a good deal of damage in the rooms, and smashed chairs, tables, mirrors, and windows in his fitful insanity. He barricaded himself, but the police official of the district managed by clever diplomatic means to get the lunatic to go with him to the infirmary at the depot. The official first knocked at the door leading to the lunatic's rooms and asked for permission to enter. The madman shouted out a stentorian "No!" and said that he was defending the French Legation at Peking. "We are the Allied troops," said the official, and he was at once admitted. The mad merchant then allowed himself to be conveyed in a cab to see M. Loubet, as he wanted to ask the President to have an excommunication pronounced against M. Favier, Bishop of Peking, who wanted to marry the Empress of China.

HERE is a new story of the most famous of the Heresford; told me the other day by an old gentleman whose memory goes back to the beginning of the reign. He remembers asking a servant one morning, sixty years ago, the reason for her delay on an errand. "This is the explanation he was given: She was walking along the Baywater Road, when a post-chaise, with two post-boys galloped up behind her and suddenly stopped. The boy in front leapt off and opened the door and out jumped the Marquis of Waterford. 'Can you fight?' he said to the lad. 'Yes, my lord,' was the reply and they set to. The Marquis gave him a good trouncing and the fellow turned tail. 'Ah, you blackguard,' shouted the 'mad Marquis,' 'get on your horse.' Turning to the other postboy, he said: 'Can you fight?' 'That I can,' replied the boy. 'Come down, then,' said Lord Waterford. They set to, and the postboy knocked the noble Marquis in his friend's paraphrase of his servant's report, 'from June to Jericho.' 'Enough!' shouted Lord Waterford presently; 'you're a fine fellow!' Patting him on the back, he gave him what looked like a five pound note. 'As for you, you poor devil!' he said to the third postboy, 'I suppose I must give you something,' and he threw him half a sovereign."

M.A.P.

WE call the attention of our sporting readers to the particulars given concerning the Boxing Tournament to be held on the 28th inst., 1st and 2nd prox. According to the programme there should be a very fine display of boxing, and under Mr. T. C. Robinson's management it should be a great success.

A FIRE took place at about 5.30 this morning at No. 3, East Street. One cubicle used as a medicine drying room caught fire, but the flames did not extend further. Damage was done to the value of about \$50. The Fire Brigade extinguished the blaze before it had time to spread. The inmates cleared out as soon as the first signs of fire became evident.

A HOME paper of the 24th ult., says:—At Birmingham grief and loyalty have found expression in scores of handsome wreaths placed around the Queen's statue. The most touching tribute was a lovely wreath of lilies and fresh violets given by the flower girls of Birmingham. Another striking manifestation was that of the Italian organ-grinders. Hearing on Monday the grave news of the Queen's illness, they decided at once to withdraw their organs from the streets, and they propose to rest also on the day of the funeral.

A BOER gun has been brought to Woolwich Arsenal from South Africa. The body of the gun has been shattered by dynamite into five pieces, there being on the trunnion portion, where the muzzle was blown off, the initials "J.R. 12 R.E." the two first letters evidently being the initials of the officer of the 12th Company Royal Engineers appointed to destroy it. Above the breech mechanism is the name "Schneider and Co. Creusot," with the figure 155 mm. The number 2,500 is also stamped on the trunnion. The muzzle portion of the gun has been sent to the Royal Artillery Institution, Woolwich.

A WELL-KNOWN but somewhat conceited novelist was once staying at a country house where the Prince of Wales was one of the guests. After dinner one evening the conversation turned upon fascinating and exciting novels. "I hope your Royal Highness will not imagine that I think too much of my ability as a writer when I confess that I have frequently got up at four in the morning in order to enjoy one of my own books." "Ah! indeed," replied the Prince, very quietly. "Do you know, Mr. X, that I also got up at four o'clock the other morning and commenced to read a certain book of yours?" "Oh! your Royal Highness?" said Mr. X, delighted, "and how did you enjoy it?" "Well," said the Prince, with one of his winning smiles, "I had hardly time to read much; I was fast asleep again at half-past four!"

TO-NIGHT the Sisters Frezagonda have their Benefit, and the Brothers Eldrona give their clever performance, and the wonderful leap into the net. The Circus have notified their closing entertainments, and we think our readers will agree that they must be of exceptional merit to have drawn such crowds in a small Colony for such a long time. They have given a very varied programme, and the Chinese seem to have patronized the circus largely, especially the matinees. The following are the names of the gentlemen who will enter the competition for riding, standing on horseback round the circus ring, which takes place to-morrow evening:—Major Sir H. McMahon, Lieuts. F. Walwyn, H. Lloyd and J. Ford, R.W.F., Mr. G. W. Gregg, Mr. J. Winston, R.N., Mr. S. Chelmsford, R.N., Mr. Hector Samson, and Mr. Henry Dean, H.M.S. *Endymion*.

OUR readers will probably remember the paragraph we printed some little time ago, describing the escape of the convicts Soar and King from Borstal Prison, and the fruitless efforts of the police to capture them. The *Fall Mall Gazette* of the 23rd ult. says:—The capture of the escaped convict King has had nothing dramatic about it in the end. Instead of a desperate struggle for liberty in the Kentish woods, it has been simply a quiet tapping on the back as he emerged from the public-house at the corner of the Euston and Hampstead roads. The most interesting thing is the disclosure now made of the convicts' side of the famous hunt. They reached London on the very first night, as many of us suspected, and while the police were beating the bush and pursuing wild geese, the real men were laughing in London as they listened to discussions of their certain miseries in the woods. How far will De Wet's story resemble this when he reveals it at last?

THE RACES.

Stewards:—His Excellency Sir Henry A. Blake, G.C.M.G.; His Excellency Vice-Admiral Sir Edward H. Seymour, K.C.B.; His Excellency Major-General W. J. Gascoigne, C.M.G.; Commodore Francis Powell, R.N., C.B.; Colonel The O'Gorman, C.S.O.; Major Kettlewell, 22nd B.I.; A. Babington, Esq.; the Hon. C. P. Chater, C.M.G.; D. Gillies, Esq.; the Hon. R. M. Gray; M. Grote, Esq.; Sir Thomas Jackson, Kt.; the Hon. J. J. Keewick; J. H. Lewis, Esq.; the Hon. F. H. May, C.M.G.; and E. W. Rutter, Esq., *Clerks of the Scale*—J. H. Lewis, Esq., and E. W. Rutter, Esq.

Judge:—The Hon. G. P. Chater, C.M.G.

Assistant Judge:—The Hon. F. H. May, C.M.G.

Starter:—M. Grote, Esq.

Second Starter:—Lieut. Luttrell, R.N.

Handicapper:—Colonel The O'Gorman, C.S.O.

Hon. Treasurer:—J. C. Peter, Esq.

Clerk of the Course:—T. F. Hough, Esq.

SECOND DAY, WEDNESDAY, 27TH FEBRUARY.

Another grand day for the race and races. This spell of fine weather set in most opportunely for sporting Hongkong, and just now that means practically the whole Colony. We even heard complaints yesterday about the hot sun! No doubt we shall be grumbling about the heat in a month or so, but lately we have not seen much of the sun.—The Races seem to be an even greater success than usual this year, partly due, perhaps, to the presence of the great number of military people now here. The town from about 12 noon to 5.30 p.m. is practically deserted, compared with its usual busy appearance.

The Chinese were the only element which seemed to us not to have turned up in quite their customary force.

The Band of the R. W. F. was in attendance and some pleasing selections were rendered during the day.

The programme of music by the R. W. F. Band was as follows:—

March:—"Marche Bonaparte" Carr.
Overture:—"Mighty Cavalry" Supple.
Valse:—"Blue Danube" Strauss.
Gavotte:—"Flower Song" Strauss.
Selection:—"Willkommen" Strauss.
Selection:—"The Gipsies" Strauss.

The Band from the German Admiral's ship *Hansa* was also at the course and gave some excellent music.

His Excellency the Governor was absent, as on the first day of the races.

His Excellency Sir W. J. Gascoigne (Commanding the troops), and Capt. Treloar (Aide de Camp) were again present. Sir John Carrington, C.M.G. (Chief Justice), and most of our prominent citizens were in attendance. There was not quite such a large turn out of Chinese as on the first day, but the course, nevertheless, presented a very lively appearance.

The first race was the Flyaway Stakes.

The FLYAWAY STAKES, a sweepstakes of \$5 each, for China ponies; weight for inches as per scale; non-winners at this meeting allowed 5 lbs. extra; previous winners at this meeting allowed 7 lbs. extra; three quarters of a mile.

Mr. G. H. Potts' b. Desert King, 1st 12lb.

Mr. Hart Bux's g. Esperance, 1st 12lb.

Mr. John Peel's g. Baluchi, 1st 12lb.

Mr. Buxey's w. Blooming Rose, 1st 12lb.

Mr. Derick's b. Thunderstorm, 1st 12lb.

Mr. Dryasdust's d. Tit Bits, 1st 12lb.

Mr. G. H. Potts' blk. Moriturus, 1st 11lb.

Captain H. M. Richards' ch. Hermit, 1st 11lb.

Mr. P. A. Cox o Mr. Walwyn o

Hermit took the lead with Baluchi and Moriturus next. Thunderstorm did not start. Round the bend Moriturus was first and Hermit and Baluchi followed closely. Blooming Rose, Desert King, Esperance and Tit Bits were in the order. At the Rock Moriturus took four lengths lead and Desert King and Baluchi were following. Round the village the same order was observed with the exception that King challenged Moriturus but did not lead. Entering the straight the two raced together, the third being Baluchi. At the distance post Esperance ran up to King with Baluchi third. A good race resulted in a win for Desert King followed closely by Esperance and Baluchi. King only won by three quarters of a length. Time 1.32.5th min.

THE GREAT SOUTHERN HANDICAP, winner to receive \$1,000; second \$200; third \$50; entrance \$10; for China-ponies. One mile and a quarter.

Mr. Mansfield's w. Ace of Hearts, 1st 4lb.

Mr. Derick's g. Tube Rose, 1st 7lb.

Mr. Kingston's ch. Polka, 1st 7lb.

Mr. Buxey's g. New Rose, 1st 4lb.

Mr. David's g. Strategist, 1st 9lb.

Mr. Dryasdust's g. Sinbad, 1st 4lb.

Captain H. M. Richards' g. Edelweiss, 1st 10lb.

Ace of Hearts took the lead from the start but immediately afterwards Tube Rose went first. On entering the straight for the first time the order was Tube Rose, Sinbad, Ace of Hearts. Passing the stand for the first time Sinbad and Strategist were together, followed by Ace, then Tube Rose and New Rose together, with Edelweiss last. Round at the village Sinbad and Strategist were leading followed by Ace, New Rose, and Tube Rose, the last two still together. Sinbad took the lead at the mile and a half post followed by Strategist and Ace. Down the Rock Ace again took the lead and New Rose came up third. Round the village Ace was leading by three lengths from Strategist and Tube Rose. Ace of Hearts entered in easily by eight lengths followed by Tube Rose second and Polka third. A good race for third place was seen but Polka managed it by half a head. Winner's time, 2.44.1.5th min.

THE GARRISON CUP, presented by the Officers of the Garrison, to be won by the winner of the Derby, was subscribed for by members of the Derby Griffins; Subscription Walter Griffins eligible; handicap; previous non-starters to carry top weight; entrance \$10. One mile.

Mr. Jay's b. Rheingold, 1st 12lb.

Mr. David's ch. Unionist, 1st 9lb.

Mr. Derick's blk. Farewell, 1st 13lb.

Mr. Buxey's b. Imperial Rose, 1st 10lb.

Mr. Hammonia's b. Blitz, 1st 5lb.

Mr. J. H. Lewis' b. Arrogant, 1st 8lb.

Imperial Rose took the first place at the start and Arrogant was second. Round the bend Farewell came second and Arrogant went third, up the Rock the order was Imperial Rose, Farewell, Unionist, Arrogant. Round the corner into the village Unionist took the lead with Imperial Rose second and Arrogant third. Unionist entered the straight leading but was challenged on the outside by Rheingold. The finishing order was Rheingold, Unionist, Farewell. It was a very good race, Rheingold pulled in splendidly by a length. Time 1.59.2.5th min.

THE GERMAN CUP, Presented by the members of the German Club; second to receive half the entrance fees; for Subscription Walter Griffins of this season, 1900-1901; weight for inches as per scale; entrance \$10. One mile and a quarter.

Mr. Darius' b. Glory, 1st 5lb.

Mr. David's ch. Loyalist, 1st 13lb.

Mr. Hart Bux's b. Croton, 1st 10lb.

Mr. Hammonia's blk. Baron, 1st 12lb.

Mr. J. H. Lewis' b. Innocent, 1st 5lb.

At the start the order was: Glory, Croton, Loyalist. Then the horses were very scattered. Passing the stand the first time Glory was leading, with the others in the order Loyalist, Croton, Baron, and Innocent 30 lengths behind the leader. At the mile and a half post Glory and Loyalist were racing dingoing and they were abreast for a time. Croton was ten lengths behind. Round the village Glory was leading half a length from Loyalist and Croton was still ten lengths behind. Up to the winning post Glory was rid'g comparatively easily and Loyalist was a few lengths behind using the whip. The finish was a win for Glory by eight lengths with Loyalist second, after racing well. Croton was third, there being ten lengths between second and third horse. Time 2.25.1.5th min.

THE NAVY CUP, Presented by Officers of H. M. Fleet; second to receive half the entrance fees; third \$25; for China ponies; weight for inches as per scale; winners of one race at this meeting 3 lbs. extra; of two or more races, 5 lbs. extra; non-winners at this meeting allowed 3 lbs. previous non-starters to carry 12 st.; entrance \$10. One mile and a quarter.

Mr. John Peel's ch. Set

latter took the lead and won with Forest second and Doctor third, a length between each. Time 3:47.2 1/2 min.

Owing to the late hour of the finish of the Gymkhana Stakes, this race is held till to-morrow.

The programme for to-morrow's racing is as follows:—

THIRD DAY.—THURSDAY, 28TH FEBRUARY.

THE CHINESE CHUIP CUP, presented: second to receive half the entrance fees; third \$25; for Subscription Walter Griffiths of this season, 1900-1901; handicap; previous non-starters to carry top weight; entrance \$5. One mile.

Mr. A. Babington's b. Sundowner, Mr. Bromox's i-g. Confederation, Mr. Buxey's b. Wood Rose, Mr. Darius' b. Glory, Mr. David's b. Loyalist, Mr. Derick's b. Deep Bay, Mr. Derick's b. Castle Peak, Mr. Dryadust's b. Crusader, Mr. Hammonia's b. Baron, Mr. Hart Buck's b. Croton, Mr. Hart Buck's b. Lincoln, Mr. H. Hill's b. Bullseye, Mr. J. H. Lewis' b. Innocent, Mr. J. H. Lewis' b. Blazer, Mr. Horace McMahon's b. Mentor, Mr. Oswald's b. Scintillant, Mr. John Peel's b. Heene, Mr. John Peel's b. Dingo, Mr. Roy's i-g. Blue Gum, Mr. Wheelrut's b. The Giraffe.

THE GRAND STAKE, value \$5,000; second to receive \$200; third \$50; for China ponies; winners of one race 3 lbs extra; winners of two races 5 lbs extra; of three or more races 7 lbs extra; non-winners at this meeting allowed 4 lbs; previous non-starters to carry 12 stone; entrance \$10. One Mile and a Quarter.

Mr. Buxey's g. Rose de France, Mr. Buxey's g. New Rose, Mr. Buxey's w. Blooming Rose, Mr. David's b. Strategist, Mr. David's b. Tarantula, Mr. Derick's b. Tube Rose, Mr. Derick's b. Sandstorm, Mr. Derick's b. Thunderstorm, Mr. Dryadust's b. Sinbad, Mr. Hart Buck's b. Esperance, Mr. King's b. Polka, Mr. King's b. Bulbul, Mr. King's b. Sunshine, Mr. John Peel's g. Baluchi, Mr. John Peel's g. Beechnut, Mr. John Peel's g. Kingfisher, Mr. G. H. Potts' b. Forest King, Mr. G. H. Potts' b. Moriturus, Mr. G. H. Potts' b. Interrogation, Captain H. M. Richards' g. Edelweiss, Captain H. M. Richards' g. Hermit, Mr. Toeg's ch. Modder, Mr. Rouseville Wildman's g. Thistle, 10st 12lb.

THE CHALLENGE CUP, presented: for China ponies; to be won two years consecutively by a pony or ponies, the *bona fide* property of the same owner; winner to receive 70 per cent. of the entrance fees; weight for inches as per scale; entrance (forced) \$5. One Mile and Three Quarters.

Captain Bland's w. Marqueterie, 10st 6lb, Mr. Buxey's g. Rose de France, 10st 12lb, Mr. Buxey's g. New Rose, 11st 1lb, Mr. David's g. Strategist, 11st 7lb, Mr. David's b. Tarantula, 11st 1lb, Mr. Derick's b. Tube Rose, 11st 4lb, Mr. Derick's b. Sandstorm, 11st 1lb, Mr. Derick's b. Thunderstorm, 11st 1lb, Mr. Derick's b. Doctor, 11st 1lb, Major C. M. Dobell's g. Lute, 11st 1lb, Mr. Dryadust's g. Sinbad, 10st 9lb, Mr. Dryadust's d. Tit Bits, 10st 9lb, Captain Fitch's d. Diana, 10st 12lb, Mr. Hart Buck's g. Esperance, 10st 6lb, Mr. Hammonia's b. Baron, 10st 12lb, Mr. King's b. Polka, 11st 1lb, Mr. J. H. Lewis' ch. Bulbul, 10st 12lb, Mr. Mansfield's g. Ante, 11st 4lb, Mr. Marshall's ch. Hope, 10st 12lb, Mr. Nauticus' g. Sunshine, 10st 12lb, Mr. John Peel's g. Baluchi, 11st 1lb, Mr. John Peel's g. Beechnut, 10st 12lb, Mr. John Peel's g. Kingfisher, 11st 1lb, Mr. John Peel's ch. Set, 11st 7lb, Mr. G. H. Potts' b. Desert King, 10st 12lb, Mr. G. H. Potts' b. Forest King, 10st 12lb, Mr. G. H. Potts' b. Moriturus, 11st 4lb, Mr. G. H. Potts' b. Interrogation, 11st 4lb, Captain H. M. Richards' g. Edelweiss, 11st 1lb, Captain H. M. Richards' g. Hermit, 10st 9lb, Mr. Toeg's ch. Modder, 10st 9lb, Mr. Rouseville Wildman's g. Thistle, 10st 12lb.

THE LADIES' PURSE, for wagers subscribed for as Derby or Subscription Griffiths' handicap; previous non-starters to carry top weight; entrance \$5. One round.

Mr. A. Babington's b. Sundowner, Mr. Bromox's i-g. Confederation, Mr. Buxey's b. Imperial Rose, Mr. Buxey's b. Favorite Rose, Mr. Buxey's b. Souvenir Rose, Mr. Darius' b. Fame, Mr. David's b. Glory, Mr. David's b. Loyalist, Mr. Derick's b. Colonist, Mr. Derick's b. Farewell, Mr. Dryadust's b. Crusader, Captain O. J. Flower's b. Battleaxe, Mr. Hammonia's b. Donner, Mr. Hammonia's b. Blitz, Mr. Hart Buck's b. Belvoir, Mr. Hart Buck's b. Croton, Mr. Hart Buck's b. Lincoln, Mr. J. H. Lewis' b. Rhingold, Mr. J. H. Lewis' b. Arrangart, Mr. J. H. Lewis' b. Hapnazard, Mr. Horace McMahon's b. Kismet, Mr. Pogo's b. Peach Blossom, Mr. Wheelrut's b. The Giraffe.

THE "BLAKE" CHALLENGE CUP, presented by His Excellency Sir Henry A. Blake, G.C.M.G.; for Subscription Walter Griffiths of this season, 1900-1901; to be won twice by Subscription Griffiths the *bona fide* property of the same owner or owners; winner to receive 70 per cent. of the entrance fees; second 20 per cent.; third 10 per cent.; weight for inches as per scale; winner of the Valley Stakes and/or German Cup 9 lbs extra, winners of any other races 5 lbs extra; penalties accumulative up to 9 lbs; entrance fee \$10. One Mile.

Mr. A. Babington's b. Sundowner, 10st 13lb, Mr. Buxey's b. Wood Rose, 10st 7lb, Mr. Darius' b. Glory, 11st 5lb, Mr. David's b. Loyalist, 10st 13lb, Mr. Derick's b. Colonist, 10st 13lb, Mr. Hammonia's b. Baron, 10st 13lb, Mr. Hart Buck's b. Croton, 10st 13lb, Mr. Hart Buck's b. Lincoln, 10st 13lb, Mr. H. Hill's b. Bullseye, 10st 13lb, Mr. R. B. Johnson's ch. Hoodoo, 10st 7lb, Mr. Ellis Kelly's m. Alaric, 10st 10lb, Mr. J. H. Lewis' b. Innocent, 11st 5lb, Mr. J. H. Lewis' b. Blazer, 10st 7lb, Mr. Horace McMahon's b. Mentor, 10st 2lb, Mr. Oswald's b. Scintillant, 10st 10lb, Mr. John Peel's b. Heene, 10st 10lb.

Mr. John Peel's b. Dingo, 10st 13lb, Mr. Pogo's b. Peach Blossom, 10st 4lb, Mr. Wheelrut's b. The Giraffe, 11st 5lb. The PARSE CUP, presented: second to receive \$50; third \$25; for China ponies; weight for inches as per scale; winners of one race at this meeting 3 lb extra; of two or more races 5 lb extra; placed ponies allowed 3 lb; unplaced ponies allowed 6 lb; non-starters excluded; entrance \$10. One mile.

Mr. Buxey's g. Rose de France, 10st 12lb, Mr. Buxey's g. New Rose, 11st 1lb, Mr. Buxey's w. Blooming Rose, 11st 1lb, Mr. David's b. Strategist, 11st 7lb, Mr. David's b. Tarantula, 11st 1lb, Mr. Derick's b. Tube Rose, 11st 4lb, Mr. Derick's b. Sandstorm, 11st 1lb, Mr. Derick's b. Thunderstorm, 11st 1lb, Mr. Dryadust's d. Tit Bits, 10st 9lb, Captain Fitch's d. Diana, 10st 12lb, Mr. Hart Buck's g. Esperance, 10st 6lb, Mr. King's b. Polka, 11st 1lb, Mr. J. H. Lewis' ch. Bulbul, 10st 12lb, Mr. Mansfield's w. Ace of Hearts, 11st 1lb, Mr. Marshall's ch. Hope, 10st 12lb, Mr. Nauticus' g. Sunshine, 10st 12lb, Mr. John Peel's g. Baluchi, 11st 1lb, Mr. John Peel's g. Beechnut, 10st 12lb, Mr. John Peel's g. Kingfisher, 11st 1lb, Mr. G. H. Potts' b. Desert King, 10st 12lb, Mr. G. H. Potts' b. Forest King, 10st 4lb, Mr. G. H. Potts' b. Moriturus, 11st 4lb, Captain H. M. Richards' g. Edelweiss, 11st 1lb, Captain H. M. Richards' g. Hermit, 10st 9lb, Mr. Toeg's ch. Modder, 10st 9lb, Mr. Rouseville Wildman's g. Thistle, 10st 12lb.

THE WALKER CHAMPION STAKES, with \$750 added; for Waters, winners only; a forced entry; entrance \$20; winners of two races \$50; of three or more races \$50; weight for inches as per scale. One mile.

THE CONSOLATION STAKES, a Sweepstakes of \$5 each with \$250 added; second to receive \$50; third \$50; for beaten China ponies at this meeting; weight for inches as per scale. Once Round.

Captain Bland's w. Marqueterie, 10st 6lb, Mr. Buxey's g. Rose de France, 10st 12lb, Mr. Buxey's g. New Rose, 11st 1lb, Mr. Buxey's w. Blooming Rose, 11st 1lb, Mr. David's b. Strategist, 11st 7lb, Mr. David's b. Tarantula, 11st 1lb, Mr. Derick's b. Tube Rose, 11st 4lb, Mr. Derick's b. Sandstorm, 11st 1lb, Mr. Derick's b. Thunderstorm, 11st 1lb, Mr. Dryadust's b. Sinbad, 10st 9lb, Mr. Hart Buck's b. Esperance, 10st 6lb, Mr. King's b. Polka, 11st 1lb, Mr. Mansfield's w. Ace of Hearts, 11st 1lb, Mr. Marshall's ch. Hope, 10st 12lb, Mr. Nauticus' g. Sunshine, 10st 12lb, Mr. John Peel's g. Baluchi, 11st 1lb, Mr. John Peel's g. Beechnut, 10st 12lb, Mr. John Peel's g. Kingfisher, 11st 1lb, Mr. G. H. Potts' b. Forest King, 10st 12lb, Mr. G. H. Potts' b. Moriturus, 11st 4lb, Mr. G. H. Potts' b. Interrogation, 11st 4lb, Captain H. M. Richards' g. Edelweiss, 11st 1lb, Captain H. M. Richards' g. Hermit, 10st 9lb, Mr. Toeg's ch. Modder, 10st 9lb, Mr. Rouseville Wildman's g. Thistle, 10st 12lb.

THE CHAMPION STAKES, with \$750 added; for China ponies; winners at this meeting only; a forced entry; entrance \$20; winner of two races \$50; of three or more races \$50; weight for inches as per scale. One Mile and a Quarter.

THE NIL DESPERANDUM STAKES, a Sweepstakes of \$5 each with \$100 added; second to receive \$50; third \$25; for beaten subscription Walter Griffiths of this season, 1900-1901; handicap. Half a Mile.

Mr. Babington's b. Sundowner, Mr. Bromox's i-g. Confederation, Mr. Buxey's b. Wood Rose, Mr. Darius' b. Glory, Mr. David's b. Loyalist, Mr. Derick's b. Deep Bay, Mr. Derick's b. Castle Peak, Mr. Dryadust's b. Crusader, Mr. Hammonia's b. Baron, Mr. Hart Buck's b. Croton, Mr. Hart Buck's b. Lincoln, Mr. H. Hill's b. Bullseye, Mr. J. H. Lewis' b. Innocent, Mr. J. H. Lewis' b. Blazer, Mr. Horace McMahon's b. Mentor, Mr. Oswald's b. Scintillant, Mr. John Peel's b. Heene, Mr. John Peel's b. Dingo, Mr. Pogo's b. Peach Blossom, Mr. Roy's i-g. Blue Gum, Mr. Wheelrut's b. The Giraffe.

CONCERT AT FOCHOW.

It has a long time since Fochow residents have had such a musical treat as was arranged for them on the 11th inst. under the auspices of the F. A. M. and D.S., say the *Echo*. A visit from Mr. Alec Marsh of Hongkong was the occasion of getting up a Concert. It was held in the large reading-room of the Club as being more suitable for music than the theatre. The programme would have been more varied but for the prevailing epidemic invaliding one or two other of our amateurs who would have been willing to assist, had they been able. This misfortune, however, led to our having more of Mr. Marsh's singing, of which the audience never seemed to have had enough as it was, since each of the six songs sung by him was encored. Certain it is that Mr. Marsh's rich, mellow, cultivated voice and his rendering of the songs he sang on Monday evening gave unqualified pleasure to a large roomful of listeners. Miss Lay's performances both on the piano and mandoline were pleasing in the extreme and Mr. Balloch's rendering of the song "Blow, Blow, thou Winter Wind" was thrilling and most successful, calling forth loud applause and an encore.

PROGRAMME.

Part I.

- 1.—Song "The Sailor's Grave." Mr. Alec Marsh.
- 2.—Pianoforte Solo. Miss Lay.
- 3.—Song "The King's Minstrel." Mr. Alec Marsh.
- 4.—Mandoline Solo. Miss Lay.
- 5.—Song "Japanese Love Song." Mr. Alec Marsh.

Part II.

- 1.—Song "A Summer Night." Mr. Alec Marsh.
- 2.—Song "Blow Blow thou Winter Wind." Mr. C. Balloch.
- 3.—Song "My Love is Come." Mr. Alec Marsh.
- 4.—Mandoline Solo. Miss Lay.
- 5.—Song "Long ago in Alicant." Mr. Alec Marsh.

FROGMORE.

A Home paper says—Stately and magnificent, amid great flowering shrubs and trees, with the sombre shadow of the cypress falling on its walls, the tomb of her Majesty's Consort, "Albert the Good," rises from the royal grounds at Frogmore.

Built to receive the mortal remains of the ever-loved and lamented husband of Queen Victoria, no expense was spared, and its cost, with its magnificent decorations, was upwards of £200,000, a sum paid from her Majesty's private purse.

The ground plan is in the form of a Greek cross, from the centre of which rises a large dome 70ft. in height, with transepts branching north, south, east, and west.

The building is 70ft. in length, and the same in breadth. The whole floor is supported by massive brick vaults, which are entered by a small flight of steps.

In one of these vaulted chambers is the foundation-stone, bearing the following inscription:

The foundation-stone of this building,

Erected by Queen Victoria

In remembrance of her great and good husband,

Was laid by her on the 15th day of

March, A.D. 1862.

Blessed are they that sleep in the Lord. Outside, the building is somewhat plain, but internally it is rich and radiant.

The approach is by a magnificent flight of granite steps, through a portico supported in front by granite columns, with an angel in bronze at each extremity, and with a ceiling of Venetian mosaic by Dr. Salviati. Above this and under the heraldic quarterings of the Queen and Prince Albert is the following bronze inscription in Latin:

His mourning widow, the Queen, directed all that is mortal of Prince Albert to be placed in this sepulchre, A.D. 1862. Farewell, beloved! Here at last I will rest with thee; with thee in Christ will I rise again!

Through the porch, a pair of handsome brass gates lead into the eastern transept. The whole of the interior is a work of art of surpassing magnificence. The walls are covered with marble panelling, in exquisite design, with bas-reliefs and beautifully executed fresco paintings.

The beautiful skylight blue of the ceiling is studded with gold stars, and is divided into panels by bands of golden angels rising one above the other to the roof. The dome itself is lighted by eight windows in the clerestory, filled with stained glass, containing three lights each, with semi-circular heads. The building is also illuminated by elegant lamps of bronze and gold, the gift of the Prince of Wales, which swing from the arch of each transept.

The whole of the floor is magnificently inlaid with polished marble. In the centre of the building, directly under the dome and resting upon a plinth of black marble, the gift of the King of the Belgians, stands the massive grey granite sarcophagus, containing the mortal remains of the late Prince.

The sarcophagus, which is of Aberdeen granite, highly polished, has at each of the four corners an angel kneeling, with clasped hands and outstretched wings, cast in bronze, by the late Baron Marchetti. Upon the right side of the lid lies a recumbent figure of the Prince Consort, sculptured in white marble, clad in his Field-Marshal's uniform, and wearing the mantle of the Order of the Garter.

The left side and the space under the sarcophagus are reserved for the remains of Queen Victoria.

The inscription, in gold letters on the stately tomb is as follows:—

Francis Albert Augustus Charles Emmanuel, Duke of Saxony and Prince of Saxe-Coburg and Gotha; Prince Consort; second son of Ernest, the reigning Duke of Saxe-Coburg and Gotha; born at the Rosenau, near Coburg, 26 Aug., 1819; married to Feb., 1840, to Victoria, Queen of Great Britain and Ireland. Died at Windsor, 14 Dec., 1861.

CHINESE THE UNIVERSAL LANGUAGE?

Mr. Johannes Wisby in *Mind* for December, 1900, says:—

"The presence of the allied forces in China may ultimately prove to be the lever that will launch the Chinese language into our schools as part of the curriculum. When nations war upon one another, they generally manage to learn from one another as well, and the scientists accompanying the allied forces in China are already recommending the idea, in despatches to their respective governments, that written Chinese be adopted, experimentally at least, as a professional and business language. Everywhere these men went in China they were astounded by the fact that the people of the various provinces, although incapable of understanding one another verbally, were able to communicate with ease and accuracy in writing. As this condition is exactly opposite to those governing in Europe, where the people are bunched off, as it were, in dialect districts, and where no uniformly intelligible code exists, these men began to examine into the merits of the Chinese tongue. They were convinced that it is the most practical language in the world, and better suited for universal adoption than any other. They are not anxious to have it replace existing languages, but they recommend it as an international vehicle of business correspondence. We are not to write poetry in Chinese, nor to have our daily or periodical press infested with the 'crow's feet' of the yellow man; but the typewriting-machines that our grandchildren may use are likely to have Chinese characters, and our business letters and advertising may, to a large extent, have to be written according to the method used by Confucius.

"The idea, as simple as it is natural. The only thing that must be overcome before it will work its way through Western civilization, is prejudice. There is a widespread superstition that Chinese is an extremely hard language to learn, and the appalling obstacle is vociferously touted in our ears that the alphabet consists of 'no less and perhaps more than 50,000 characters.' As a matter of fact, Chinese being a symbolic tongue has no alphabet; and as long as no attempt to pronounce it is made, the written language is by no means difficult to learn. The phonetic or spoken-language is, however, so variable, and so cut up into dialectic phrases—each province in China, and there are eighteen, having its own vernacular—that very few people, even among the most learned mandarin ever acquire a mastery over it.

"A Peking scholar has about as much, or as little, chance of understanding a farmer in the Yun-nan province as a London dandy has of understanding a Welsh miner; but, when it comes to writing, the startling fact develops that while the miner and the dandy would not be able to make themselves mutually understood, the Chinese farmer and the scholar comprehend each other perfectly.

"All other languages, if let alone; deteriorate or develop with comparative quickness and become a barrier, through branching out into dialects, rather than a medium of intercourse,

between the nations. Chinese is the only language, possibly with the exception of the almost prehistoric Egyptian, that may be regarded as fully developed, in that it never changes, but draws the people together around a common standard of symbolic meaning that carries the same significance to-day as it did over two thousand years before Christ. Take English—undoubtedly one of the most perfectly developed of the so-called civilized tongues; what a pitifully inconstant, changeable, and utterly unreliable medium of expression it is! Since Chaucer it has changed so that the ordinary reader of to-day finds it a task to pick his way to the meaning of phrases and combinations that were perfectly intelligible a couple of centuries ago. Linguistic research shows us that while modern languages, and they are all phonetic, undergo perceptible, and sometimes confusing, changes every century, Chinese, which is the only truly symbolic language surviving, is also the only language incapable of being changed by time.

"Then what is the radical difference between the tongue of the Celestials and the speech of the rest of the world? A nutshell explanation will do. Language, all over the world, except in China, is phonetic and relies for the creation of the words upon various combinations of a few elementary signs, arranged in the order of an alphabet. The chief disadvantage of this system is that since the writing follows the sound, and the sound of speech is constantly changing, the written language changes as well. The Chinese method is best illustrated by an example. If you take up a city directory in Germany, you will notice at intervals certain little cuts with numbers representing telephone-receivers. They arrest your attention, but you do not have to speculate long before you guess that the cuts signify which parties have telephones and the number you must ask for if you wish to call any one. That's Chinese! Instead of explaining that this and that and the other man has telephone connection, a drawing, a cut, a symbol telling the same tale, is substituted. The index finger on sign-boards saying 'This way,' the maritime flag signal code, the characters employed in astronomy, in geodesy, and in many other branches of science, are really Chinese forms of communicating ideas—so far as they are strictly symbolic, fixed signs with a fixed, unmistakable, unchangeable meaning. When you write that 2 and 2 make 4, this is phonetic writing; when you write 2 + 2 = 4, this is symbolic writing. The brevity and clearness of this are evident. Mathematics is only a species of sign-writing; and in this fact lies the secret reason why Chinese scholars are so fond of algebra and geometry, and why they make such pronounced success of their studies in this field. There can be no doubt that much of the progress made in the mathematical sciences of late years has been rendered feasible by the adoption of carefully selected symbols; or, in other words, by adoption of the same methods as China has been using for thousands of years. Complicated trains of reasoning and calculation, such as, for instance, in chemistry, are presented to the mind *en bloc* by a few arbitrary signs, and are comprehended at a glance—as the character of a landscape is gleaned in the twinkling of an eye. When we write c. o. d. on a package, or f. o. b. on a bill of lading; when we write 'S' instead of 'dollar,' and a hundred other characters, we are virtually acknowledging the superiority of the Chinese method. And when the Londoner writes 'Charing X' instead of Charing Cross, the Norwegian 'Xmas' for Christmas, and the Christmas is spelled by all Anglo-Saxon peoples 'Xmas' for brevity, it only demonstrates the world-wide want of a symbolic language."

OCEAN TELEPHONY.

According to the current issue of the *Electrical Review*, the American Telephone and Telegraph Co., parent of the Bell Co., has purchased the patents of Dr. M. L. Puppini, of Columbia University, which, it asserts, covers the art of ocean telephony, and will enable telephone messages to be sent over any length of land lines. It is added that the sum of \$500,000 has been paid to Dr. Puppini for his invention, with an annual salary of \$7,500 during the life of the patents. Two of these patents were issued in June, 1900, for the invention, which is described at length and characterised as one of the most brilliant discoveries of Dr. Puppini. In experimenting with artificial conductors, Dr. Puppini found that it was possible to telephone over vast lengths of cable than had been feasible before, and easily to make any desired length of telephone circuit. He has shown a design for induction coils to be introduced at appropriate intervals in a transatlantic cable, which would allow telephonic conversation to be held across the ocean.

THE PLAGUE.

Number of cases reported (Chinese) 20 up till noon of the 26th Other Asiatics 0
February, 1901 Europeans 0
Number of cases reported (Chinese) 1 during the past 24 hours Other Asiatics 0
Europeans 0

Total number of cases reported to date 21

Number of deaths reported (Chinese) 20 up till noon of the 26th Other Asiatics 0
February, 1901 Europeans 0
Number of deaths reported (Chinese) 0 during the past 24 hours Other Asiatics 0
Europeans 0

Total number of deaths recorded to date 20

NOTANDA.

CALENDAR.

FEBRUARY.
Meteorological means based on fifteen years' observations in 1898.
Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.

Barometer 30.17 30.05
Temperature 64 64
Humidity 77 64
Rainfall

TO-DAY.

Wednesday, 27th February, 1901.
Chinese—9th of 1st moon of 27th year of Kwang-su.
Sun—Rises 6hr. 25min.
Sets 6hr. 0min.
Moon—Max. Declination N. 0hr. 4min.
High water—Morning 5hr. 18min.
Afternoon 5hr. 58min.
Low water—Morning 7hr. 35min.
Afternoon 11hr. 55min.

ANNIVERSARIES.
1842—The establishment of the Superintendent of Trade removed from Macao to Hongkong.
1853—End of the Kaffir War. British Kaffiraria annexed.
1876—Treaty of peace between Japan and Korea.
1879—The barque *Forget-me-not* lost in Chelso harbour.
1880—British defeated at Majuba Hill.
1882—A farewell banquet given to Sir J. Pope Hennessy by the Tung Wa Hospital Committee.
1887—Evacuation of Port Hamilton by the British.
1897—Indian Relief Works supporting 3,141,000 persons.
1900—Surinder of Commander Cronje with 4,000 troops.

TO-MORROW.

Thursday, 28th February, 1901.
Chinese—10th of 1st moon of 27th year of Kwang-su.
Sun—Rises 6hr. 25min.
Sets 6hr. 1min.
High water—Morning 5hr. 16min.
Afternoon 5hr. 15min.
Low water—Morning 6hr. 39min.
Afternoon 6hr. 0min.

ANNIVERSARIES.
1851—Pitched battle in Aberdeen Bay, Hongkong, between pirate junks and Chinese gunboats.
1876—Capture of the Sulu capital by the Spaniards.

A GENDA.

TO-DAY.

Annual Hongkong Races. Second Day.
9 p.m.—Sharp. Harroston's Circus at the Recreation Ground (near the Race Course).
Cargo ex China subject to rent.
Cargo ex Gaelic subject to rent.

TO-MORROW.

Annual Hongkong Races. Third Day.
Boxing Tournament at the Theatre Royal City Hall under the management of Mr. C. T. Robinson.
A. L. S. N. Co's steamer *Moravia* leaves for Fiume and Trieste via Singapore, etc.
Daylight—D. & Co's steamer *Hatching* leaves for Coast Ports.
Cargo ex Lightning subject to rent.

FRIDAY, 1st MARCH.

Diocesan School re-opens.
5 p.m.—C. & M. Co's steamer *Esmeralda* leaves for Manila.
8.30 for 9 p.m.—Precisely. Regular Meeting of the Zealand Lodge at the Freemason's Hall.
Cargo ex *Indravelli* subject to rent.

SATURDAY, 2nd.

Noon—P. & O. steamer *Paramatta* leaves for London.
Noon—T. K. K. steamer *Hongkong Maru* leaves for Yokohama, and Honolulu, via Shanghai etc.
5.15 p.m.—General Meeting of the Hongkong Rifle Association at the Volunteer and Head Quarters.
5.30 p.m.—Organ Recital at the Union Church.

MONDAY, 4th.

5.15 p.m.—General Meeting of the Hongkong Rifle Association at the Volunteer and Head Quarters.
5.30 p.m.—Organ Recital at the Union Church.

TUESDAY, 5th.

3 p.m.—Steamer *Lightning* leaves for Singapore Penang Calcutta.
5.15 p.m.—Lecture by Mr. J. J. Francis K. C. in the Chamber of Commerce Room, City Hall.
5 p.m.—Yearly General Meeting of the Members (only) of the Hongkong Club.

WEDNESDAY, 6th.

Noon—N. D. L. steamer *Kantschow* with mails etc. leaves for Europe.
Noon—Meeting of the Shareholders of the Hongkong Fire Insurance at the Company's Offices.
3 p.m.—Auction of the Race Ponies by Messrs. Hughes and Hough opposite the City Hall.

THURSDAY, 7th.

Noon—Statutory Meeting of the Shareholders of the Hongkong steam Water Boat Co. Ltd., at the Company's Office.
Noon—Meeting of the Shareholders of the China Fire Insurance at the Company's Offices.

SATURDAY, 9th.

Noon—Ordinary Annual Meeting of the Shareholders of the Hongkong Rope Manufacturing Co. Ltd., at their offices.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Kumang*) 1st prox.
English (*Plassy*) 1st prox.
American (*China*) 4th prox.
German (*Kiautschow*) 5th prox.
German (*Stuttgart*) 7th prox.
American (*Doric*) 12th prox.
Canadian (*Empress of China*) 18th prox.
American (*Nippon Maru*) 19th prox.

The P. & O. S. N. Co's steamer *Nankin*, left Singapore for this port on the 25th inst., at 6 p.m.

The Canadian Pacific Railway Co's R.M.S. *Empress of China*, left Vancouver p.m. on Monday, the 23rd inst., for Hongkong via the usual ports of Call.

HONGKONG AND WHAMPOA DOCK RETURNS.

S.M.S. *Nansa* at Kowloon Dock.
U.S.S. *Isla de Luzon* " "
U.S.S. *Benington* " "
Hongkong Maru " "
Huy " "
Nanyang " "
Avancla " "
Egbert " "
Chowai " "
Pouhey " "
Marabola " "

PASSED THE CANAL.

Outward—8th February—*Agamemnon*, *Reindeer*, 12th Feb.—*Glacia*, *Johan*, *Stuttgart*, *Hudson*, 15th Feb.—*Ernest Simon*, *Hakata Maru*, *Tanaka*, *Trust*, *Ascania*, *Neptune</*

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	Kobe and Yokohama	Friday, 1st Mar., at Daylight.
W. Townsend	Bombay, via Singapore and Colombo	Wednesday, 6th Mar., at Noon.
HIROSHIMA MARU.....	MASSILLON, LONDON & ANTWERP, via Singapore, Penang, Colombo and Port Said	Friday, 8th Mar., at Daylight.
KAWACHI MARU.....	Kobe and Yokohama	Friday, 15th Mar., at Daylight.
HAKATA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via Shanghai, Moji, Kobe and Yokohama	Saturday, 16th Mar., at 4 P.M.
TOSA MARU.....	NAGASAKI, Kobe and Yokohama	Friday, 22nd Mar., at Noon.
YAWATA MARU.....	HAMA	Friday, 22nd Mar., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 26th February, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG.....	HAVRE, BREMEN and HAMBURG, (LONDON with transshipment in HAMBURG)	8th March. Freight.
MARBURG.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 15th March. Freight.
SIBIRIA.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 25th March. Freight and Passage.
BAMBERG.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 5th April. Freight.
SARNA.....	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 15th April. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,

OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA. U.S. MAIL LINE.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	San Francisco	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	San Francisco	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	San Francisco	Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

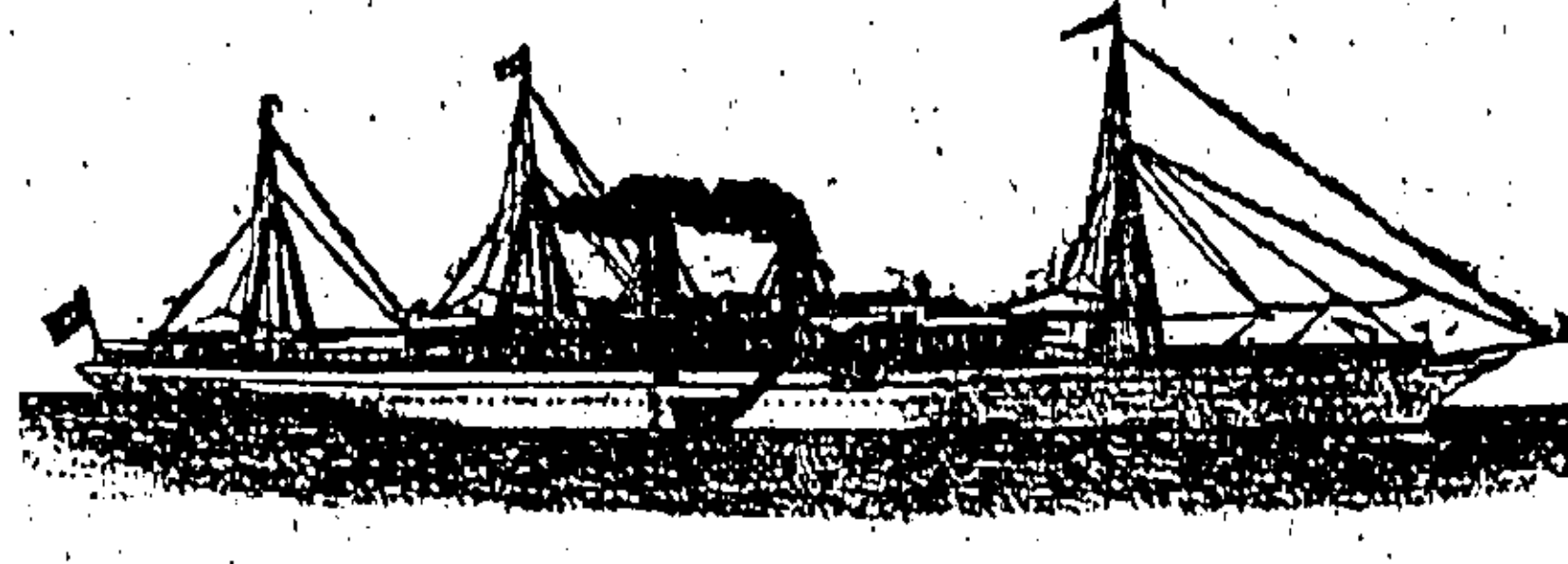
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight, Passage, &c., apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th February, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th February, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

AND EUROPE;

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Tuesday, 10th March, at Noon.

Gothic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Saturday, 13th April, at Noon.

Gothic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 10th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 percent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 25th February, 1901.

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE OREGON RAILROAD AND

NAVIGATION COMPANY.

PROPOSED SAILING FROM

HONGKONG TO PORTLAND (OR.) AND

SAN FRANCISCO,

VIA

INLAND SEA OF JAPAN, KOBE

AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA,"

2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Under- signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond Portland (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.)

For further information as to Freight rates, &c., apply to

ARNHOLD, KARPERS & Co.,

Agents.

Hongkong, 4th February, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN,

KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers.

Tons.

Captains.

Proposed Sailings.

Tacoma.....2,811 A. Dixon.....Mar. 1

Tacoma.....3,601 W. Watt.....Mar. 4

Victoria.....3,502 J. Pantan.....Mar. 8

Glenogle.....3,750 W. Frakes.....Mar. 22

THE attention of Passengers is directed to

the very cheap rates offered by this Line

to the PACIFIC COAST and to the INTERIOR

and EASTERN CITIES of the UNITED STATES

and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 4½ days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,

General Agents.

Hongkong, 22nd February, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PARRAMATTA,"

Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 16th February, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ST. PAUL, American ship, Capt. Tait.

Hongkong, 20th February, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI.....	"SZECHUEN".....	28th Feb.
SHANGHAI.....	"KWANGSE".....	28th Feb.
SHANGHAI.....	"HOIHOW".....	1st March.
MANILA, CEBU and ILOILO.....	"KAIFONG".....	2nd March.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th February, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"IXION".....	5th March.
"....."	"DEUCALION".....	19th March.
"....."	"STENTOR".....	3rd April.
LIVERPOOL.....	"PATROCLOS".....	16th March.

S.S. "IDOMENEUS" from GLASGOW and LIVERPOOL is expected to arrive To-day, and will leave for SHANGHAI on or about 28th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 26th February, 1901.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hall, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 25th February, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MORAVIA,"

Captain Calabrese, will be despatched as above TO-MORROW, the 28th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 20th February, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"FOLMINA,"

will sail at the end of February, and will be followed by the S.S. "GYMERIC," at the middle of March.

For Freight, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 12th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th February, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND

SAN FRANCISCO,

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle.....[5,023] Saturday 1 Mar. 30

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel

guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albaty, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, en route Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,425 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, en route Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Comr. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,195 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,995 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Hongkong.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 75 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. B. Glenn, at Canton.

Monadnock, U.S. double-turret monitor, 4,400 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Dicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,050 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nanshan, U.S. collier, Ensign F. E. Ridgel, at Manila.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,089 tons, Comdr. M. Calla, at Taku.

New York, U.S. cruiser, 4,083 tons, Capt. I. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 19,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickenson, U.S.N., at Hongkong.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,050 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Denlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 8 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.

Yosemite, U.S. converted cruiser, 6,179 tons to guns, 3,800 i.h.p., Capt. G. E. Ide, at Manila.

Zafra, U.S. dispatch-vessel, Capt. L. A. Cotte, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Taku.

Elba, Italian cruiser, 2,720 tons, Capt. Ceccorulli, at Taku.

Fiermosca, Italian cruiser, Capt. Carlo Negretti, at Shanghai.

Stromboli, Italian cruiser, 3,98 tons, Capt. R. Marselli, Hongkong.

Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

Post Office.

A Mail will close:—

For Shanghai—Per *Lyceum*, to-morrow the 28th instant, at 10 A.M.

For Yap Is. (Casline Island)—Per *Wongk*, to-morrow, the 28th instant, at 11 A.M.

For Shanghai—Per *K'uangai*, to-morrow, the 28th instant, at 11 A.M.

For Shanghai—Per *Fushun*, to-morrow, the 28th instant, at 2 P.M.

For Kobe—Per *Chingtu*, to-morrow, the 28th instant, at 3 P.M.

For Chefoo and Tientsin—Per *Chingpin*, to-morrow, the 28th instant, at 3 P.M.

For Ponape and Jalut—Per *Mercur*, to-morrow, the 28th instant, at 3 P.M.

For Ningpo and Shanghai—Per *Szechu*, to-morrow, the 28th instant, at 3 P.M.

For Shanghai—Per *Peiyang*, to-morrow, the 28th instant, at 3 P.M.

For Yokohama and Kobe—Per *Marburg*, to-morrow, the 28th instant, at 3 P.M.

For Kunchuck and Samsui—Per *Saikou*, to-morrow, the 28th instant, at 4 P.M.

For Bangkok—Per *Tingtau*, to-morrow, the 28th instant, at 4 P.M.

For Shanghai—Per *Idomeneus*, to-morrow the 28th instant, at 4 P.M.

For Moji, Kobe, Yokohama, Victoria, Tacoma—Per *Tacoma*, on Friday, the 28th Mar., at 11 A.M.

For Singapore, Colombo and Bombay—Per *Meravia*, on Friday, the 1st Mar., at 1 P.M.

For Shanghai—Per *Holhu*, on Friday, the 1st Mar., at 3 P.M.

For Manila—Per *Emeralda*, on Friday, the 1st Mar., at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongko*, Mar., on Friday, the 1st Mar., at 5 P.M.

For Europe, &c., India, via Tuticorin—Per *Malak*, on Saturday, the 2nd March, at 4 A.M.

For Manila, Cebu and Hilo—Per *Kailas*, on Saturday, the 2nd Mar., at 3 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (E.C.) and Tacoma—Per *Bratmar*, Monday, the 4th Mar., at 11 A.M.

For Europe, &c., India, via Tuticorin—Per *Klauscheu*, on Wednesday, the 6th March, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empo*, of Japan, on Wednesday, the 13th March, at 11 A.M.

Printed and Published by ETHELBERG FORBES SKERTCHLY for The Hongkong